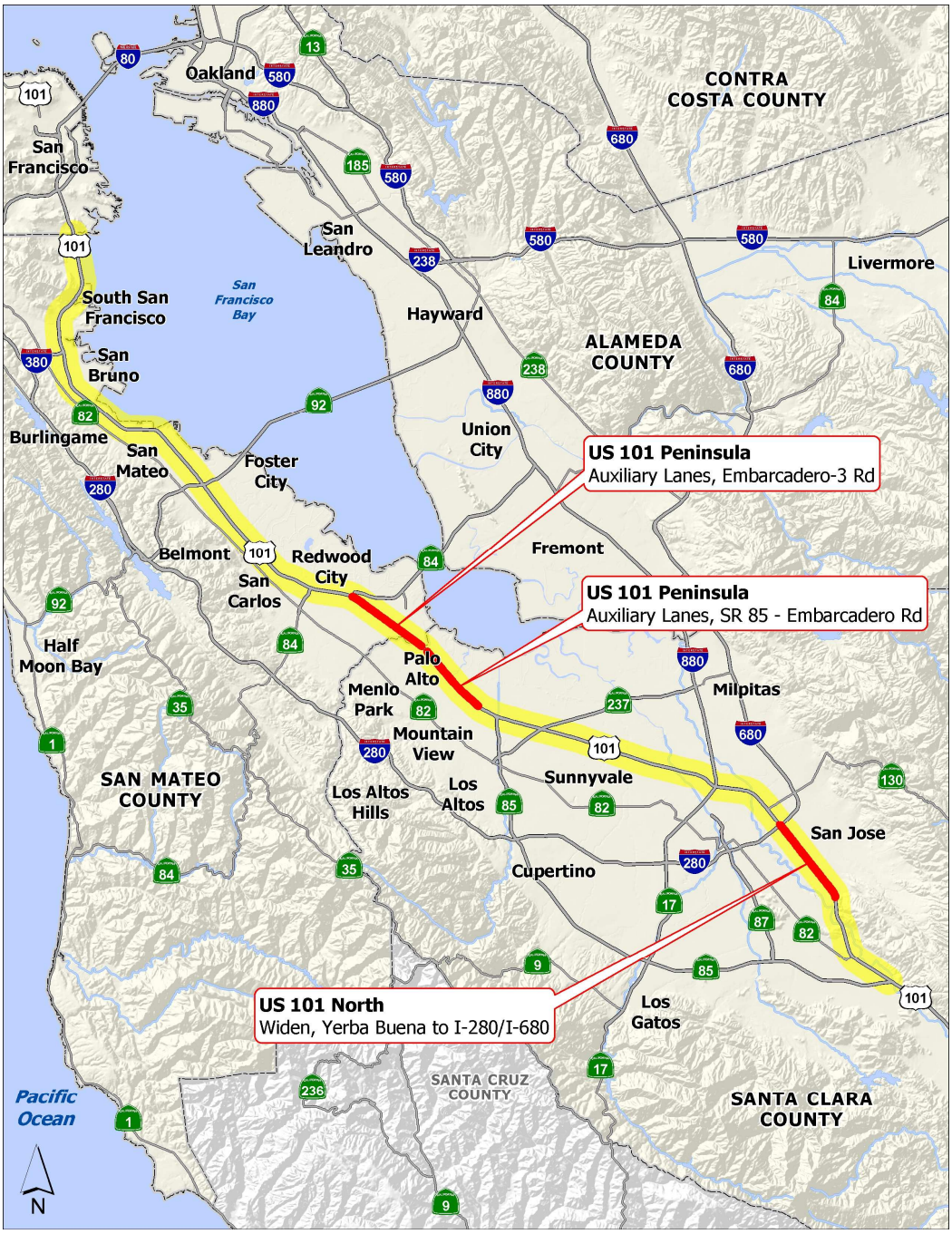
C O R R I D O R S Y S T E M
M A N A G E M E N T P L A N

US 101 SOUTH
CSMP SUPPLEMENT

CSMP Corridor Limits

The US 101 South Corridor in the San Francisco Bay Area is a south/north route beginning at the SR 85 South Interchange in San Jose in Santa Clara County traversing northward and terminating at the San Francisco-San Mateo County line.



US 101 South
Corridor System Management Plan Supplement

A **Corridor System Management Plan** (CSMP) is a transportation system planning document that examines the mobility of an urban freeway facility in a comprehensive manner based on performance assessments. This CSMP Supplement for the US-101 South corridor provides additional facility information and contains a long-range route concept. The contents of this CSMP Supplement do not conflict with, change or supersede any of the information, evaluation or recommendations provided within the December 2010 CSMP.

Approvals:

Katie Benouar 2/14/11		Lee Taubeneck 2/14/11	
KATIE BENOUAR Chief Office System Planning	Date	LEE TAUBENECK Deputy Director Planning and Local Assistance	Date

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1. Freeway Agreements

Freeway Agreements document the understanding between Caltrans and local agencies relating to planned traffic-circulation features of proposed facilities; they do not bind the State to construct on a particular schedule or staging. In the event that a freeway is fully constructed, the documents show which streets may be closed or connected to the freeway, and which streets and roads may be separated from the freeway. The documents also show the location of frontage roads, how streets may be relocated, extended or otherwise modified to maintain traffic circulation in relation to the freeway. Locations of railroad and pedestrian structures, as well as those for other non-motorized facilities, should also be shown. Agreements are often executed years before construction is considered and they form the basis for future planning, not only by Caltrans but by public and private entities within the community.

To support the California Freeway and Expressway System, large financial investments made towards access control ensure safety and operational integrity of the highways. The legislative intent for requiring Freeway Agreements is to obtain the local agency's support of local road closures and changes to the local circulation system and to protect property rights and to assure adequate service to the community. Access control is necessary on the freeway or expressway so that current and future traffic safety and operations are not compromised. Freeway Agreements are used as the basis for establishment of Maintenance Agreements with local agencies, but are not used as Maintenance Agreements themselves.

It is recognized that during the design and construction phases of a project, it is sometimes necessary to make revisions that are not in conformance with the current agreement. It is also recognized that the revisions vary greatly in magnitude and importance. A history of freeway agreements in the US 101 South Corridor is shown in table S.1.1.

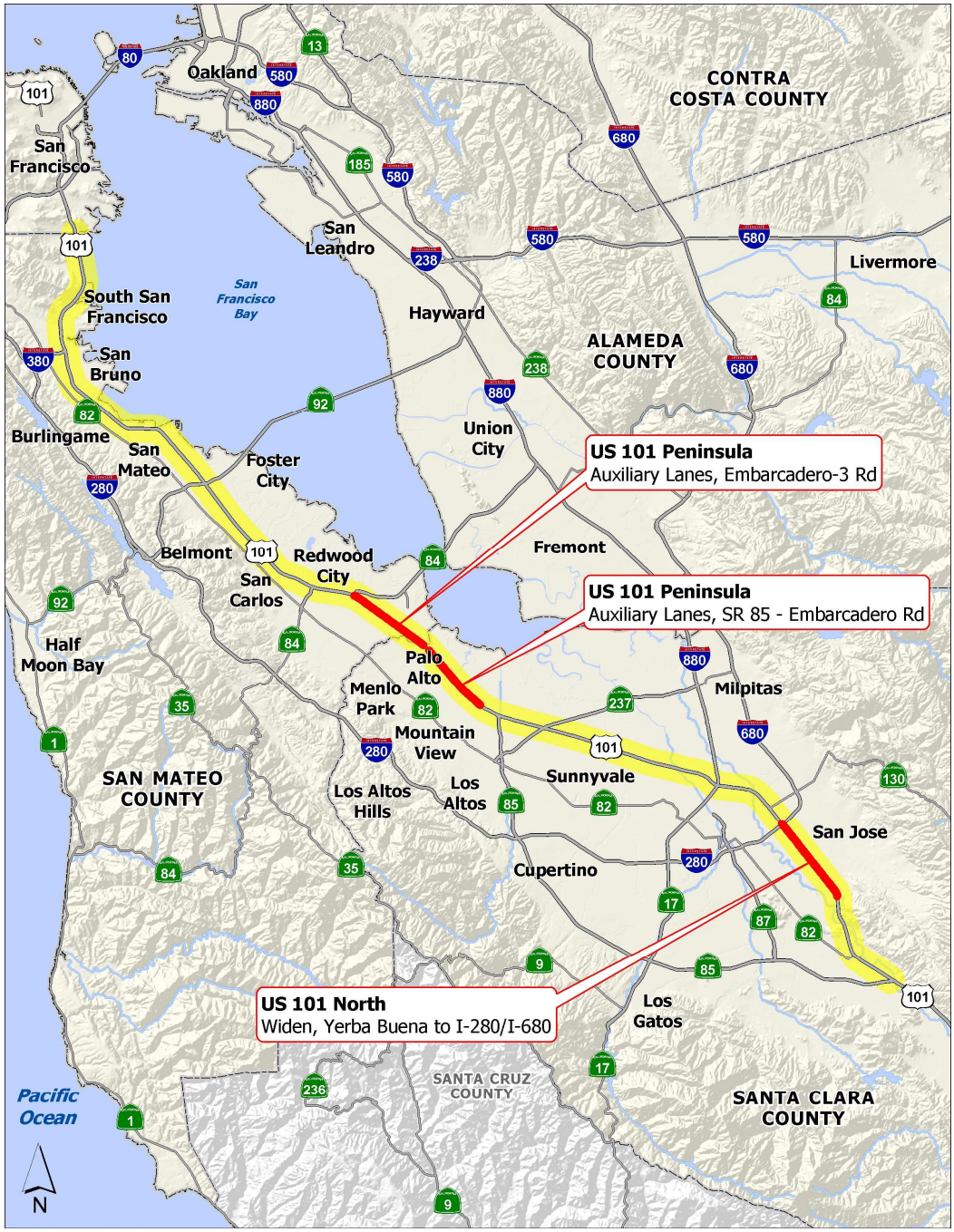
County	Route	Post Mile	Agreement	Approval Date	Stakeholders
SCL	US 101	0.00 – 4.6	1165	7/12/88	Santa Clara County
SCL	US 101	4.6 – 7.6	1176	6/18/73	City of Gilroy
SCL	US 101	4.6 – 18.3	1187	7/24/67	Santa Clara County
SCL	US 101	5.1 – 17.4	1186	7/31/73	Santa Clara County
SCL	US 101	16.0 – 18.2	1188	9/07/67	City of Morgan Hill
SCL	US 101	17.4 – 26.5	1189	9/11/78	Santa Clara County
SCL	US 101	18.2 – 25.2	1166	8/08/00	Santa Clara County
SCL	US 101	19.1 – 29.3	1190	8/23/71	City of San Jose
SCL	US 101	27.8 – 28.3	1191	9/21/71	Santa Clara County
SCL	US 101	29.3 – 29.8	1192	2/01/65	City of San Jose
SCL	US 101	29.8 – 31.2	1167	12/03/85	Santa Clara County
SCL	US 101	30.9 – 32.0	1168	12/03/85	City of San Jose
SCL	US 101	33.1 – 33.2	1169	1/11/61	City of San Jose
SCL	US 101	32.0 – 33.2	1170	8/18/61	Santa Clara County
SCL	US 101	32.2 – 32.3	1171	11/30/61	City of San Jose
SCL	US 101 I-280	33.2 – 35.0 0.00 – 0.4	1172	6/03/70	Santa Clara County
SCL	US 101 I-280 I-680	33.2 – 35.0 0.2 – 1.1 0.00 – 1.6	1173	8/17/70	City of San Jose
SCL	US 101	35.0 – 40.9	1174	12/05/89	City of San Jose
SCL	US 101	40.9 – 43.3	1175	3/21/78	City of Santa Clara
SCL	US 101	43.3 – 45.4	1177	10/31/95	City of Sunnyvale
SCL	US 101 SR 237	45.4 – 46.2 2.3 – 3.1	1178	8/11/97	City of Sunnyvale

SCL	US 101	46.2 – 47.3	1179	10/08/59	Santa Clara County
SCL	US 101	46.5 – 47.9	1180	6/03/55	City of Mountain View
SCL	US 101	47.3 – 48.0	1181	6/21/55	Santa Clara County
SCL	US 101	48.0 – 48.3	1182	11/03/58	City of Mountain View
SCL	US 101	48.3 – 50.3	1183	10/08/91	City of Mountain View
SCL	US 101	50.3 – 52.5	1184	9/17/58	Santa Clara County
SCL	US 101	50.0 – 52.6	1185	5/12/58	City of Palo Alto
SM	US 101	0.00 – 1.9	1283	3/05/01	City of East Palo Alto
SM	US 101	1.5 – 3.7	1286	9/20/94	City of Menlo Park
SM	US 101	3.7 – 5.4	1287	2/08/55	San Mateo County
SM	US 101	3.7 – 6.2	1288	11/25/58	City of Redwood City
SM	US 101	6.2 – 7.6	1289	11/08/96	City of Redwood City
SM	US 101	7.6 – 8.5	1290	3/11/96	City of San Carlos
SM	US 101	8.4 – 8.7	1291	06/19/61	San Mateo County
SM	US 101	8.7 – 8.9	1292	8/05/52	San Mateo County
SM	US 101	8.9 – 9.9	1273	4/12/88	City of Belmont
SM	US 101	9.6 – 9.6	1274	3/11/68	City of Redwood City
SM	US 101	10.9 – 11.3	1275	6/07/99	City of San Mateo
SM	US 101	11.3 – 12.5	1276	8/04/52	City of San Mateo
SM	US 101	12.5 – 15.1	1277	7/20/53	City of San Mateo
SM	US 101	12.6 – 12.6	1278	11/02/65	City of San Mateo
SM	US 101	15.1 – 17.8	1279	2/19/85	City of Burlingame
SM	US 101	17.8 – 18.2	1280	5/27/75	City of Millbrae San Mateo County
SM	US 101 I-380	18.2 – 20.7 6.2 – 6.3	1281	6/22/71	San Mateo County
SM	US 101 I-380	20.7 – 21.8 6.3 – 6.4	1282	7/06/71	City of South San Francisco
SM	US 101	21.8 – 23.5	1284	12/12/01	City of South San Francisco
SM	US 101	23.5 – 26.1	1285	8/11/80	City of Brisbane
SF	US 101	0.00 – 0.4	1258	2/08/71	City and County of San Francisco
SF	US 101	0.4 – 1.4	1259	2/07/68	City and County of San Francisco
SF	US 101 I-280	1.4 – 2.2 3.6 – 4.3	1260	7/07/58	City and County of San Francisco
SF	US 101	2.2 – 3.2	1261	8/04/48	City and County of San Francisco
SF	US 101	4.6 – 5.1	1262	3/22/50	City and County of San Francisco
SF	US 101	5.1 – 5.4	1263	2/07/55	City and County of San Francisco

Table S.1. Freeway agreements found on the entire US 101 South CSMP corridor.

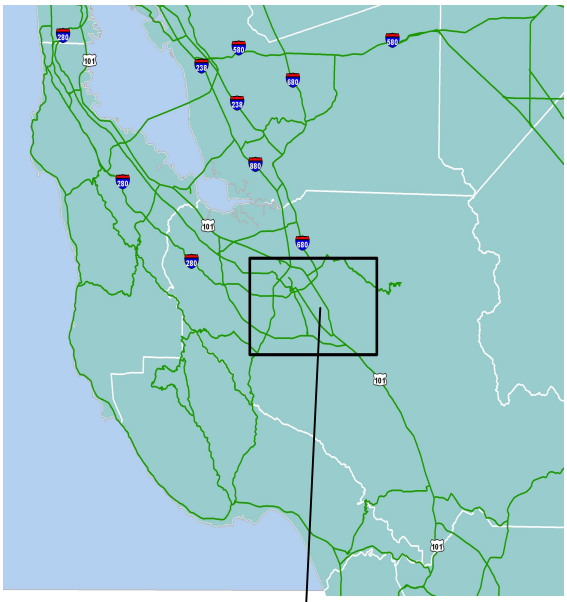
2. CMIA Projects

- Widen Highway – Yerba Buena to I-280/I-680 Interchange
- Auxiliary Lanes – SR 85 to Embarcadero Rd
- Auxiliary Lanes – Marsh Rd to Embarcadero Rd (split into two fact sheets)



US-101 IMPROVEMENTS – I-280/680 TO YERBA BUENA RD
FACT SHEET

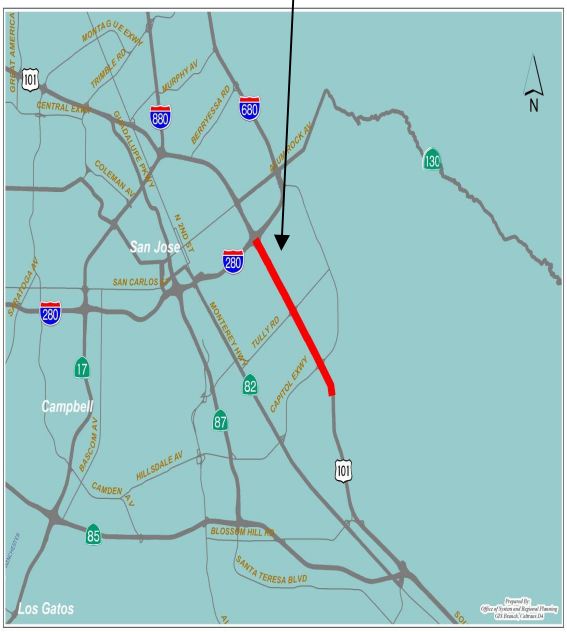
The Project
This project will construct one additional lane on southbound US-101 from Story Road to Capitol Expressway in Santa Clara County; it will also modify the interchange at Tully Road to a partial cloverleaf, and replace the existing Tully Road overcrossing. Future additional improvements at Capitol Expressway will be addressed in a separate project.



The Need
The US-101 corridor is a major commute route from southern Santa Clara County and San Benito County to employment centers in Silicon Valley. The traffic impacts at this junction are especially noticeable towards Yerba Buena Road, as there are no alternate routes that can meet current travel demand. The corridor is also used heavily for recreational travel and for the movement of agricultural products.

Benefits
The project will improve existing traffic operations and offset future growth in the US 101 corridor area. Based on the traffic operations analyses, the proposed improvements will provide operational benefit to both the freeway and the local streets.

Partnership
The project is developed through partnership among Santa Clara Valley Transportation Authority (VTA), the implementing agency, the City of San Jose, and the California Department of Transportation (Department).



Project Status
The project was awarded on November 9, 2010 to RGW Construction.

Project Costs
The total project cost is estimated at $45 million, of which Proposition 1B is funding $16.9 million.

Project Schedule
Start Construction: Fall 2010
Finish Construction: Summer 2013

Summary
Upon completion, this project will provide traffic congestion relief and improve safety at this section of US-101 in San Jose, Santa Clara County.

US-101 AUXILIARY LANES – SR 85 TO EMBARCADERO RD
FACT SHEET

The Project
This project will add auxiliary lanes in both directions along US 101 from State Route 85 to Embarcadero Road in Santa Clara County. It complements a project in San Mateo County which will add auxiliary lanes on US 101 between Embarcadero Road and Marsh Road.

The Need
Traffic along the US-101 corridor between Marsh Road in San Mateo County and SR 85 in Santa Clara County is significantly congested, and this is expected to increase. The corridor serves as a major route to the employment centers in Silicon Valley as well as to the Mineta San Jose International airport.

Benefits
The project will alleviate existing and projected congestion, and will upgrade the facility to meet safety and operational requirements.

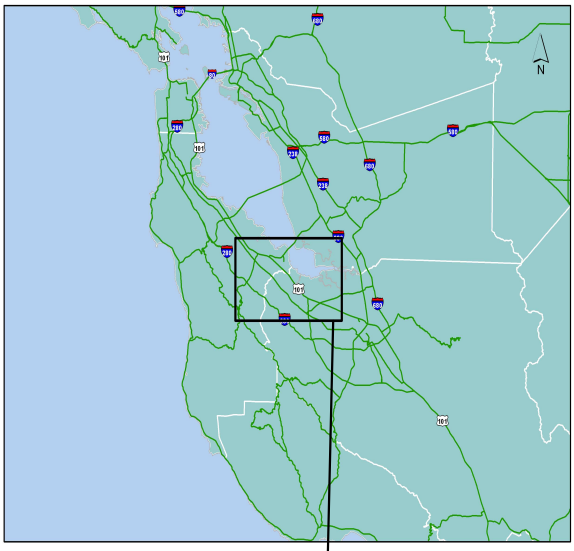
Partnership
The project is developed through a partnership among the Santa Clara Valley Transportation Authority (VTA), the Metropolitan Transportation Commission (MTC), and the California Department of Transportation (Caltrans). Project sponsors include local and state agencies.

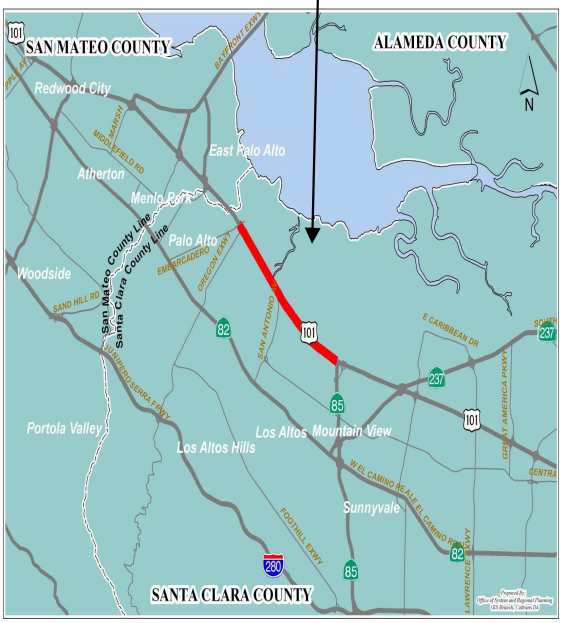
Project Status
The environmental phase was completed in July 2009. The design phase is targeted to be complete by March 2011. The start of construction will be dependent on the availability of bond dollars.

Project Costs
The total project cost is estimated at $102.3 million ($84.9 million CMIA funds and $17.4 million VTA funds).

Project Schedule
Start Construction: Summer 2011*
Finish Construction: Summer 2013*
**dependent on availability of bond dollars for allocation*

Summary
The US-101 Auxiliary Lane project will relieve traffic congestion and improve operations and traffic flow.



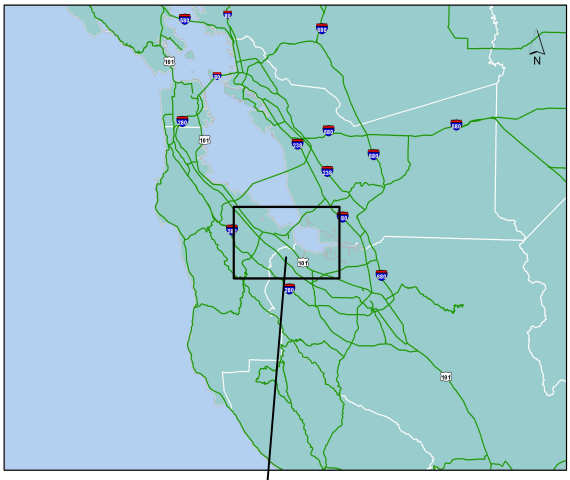


US-101 AUXILIARY LANES – EMBARCADERO RD TO UNIVERSITY AVE

FACT SHEET

The Project

This project will add auxiliary lanes in each direction on US 101, from the University Avenue interchange in San Mateo County to the Embarcadero Road interchange in Santa Clara County. The project will also modify the on-ramps to the two interchanges. The project complements two adjacent auxiliary lane projects on US101, one from the University Avenue interchange to the Marsh Road interchange and another one in Santa Clara County between Embarcadero Road and State Route 85.



The Need

The US-101 corridor between Marsh Road in San Mateo County and SR 85 in Santa Clara County is significantly congested, and this is expected to increase. In addition, collision rates along this corridor are substantially higher than the statewide average. In San Mateo County, the project is one of the last in a series of freeway widening projects on US 101, south of the San Francisco International Airport.

Benefits

This project will alleviate existing and projected congestion, as well as upgrade the facility to meet safety and operational requirements.

Partnership

This project is developed through a partnership among the City/County Association of Governments of San Mateo County (C/CAG), the San Mateo County Transportation Authority (SMCTA), the Metropolitan Transportation Commission (MTC), and the California Department of Transportation (Caltrans). Project sponsors include local and state agencies.

Project Status

The environmental phase was completed in October 2008. The design phase is targeted to be completed in Fall 2011.

Project Costs

The total project cost is estimated at $35.2 million, of which Proposition 1B is funding $3.8 million.

Project Schedule

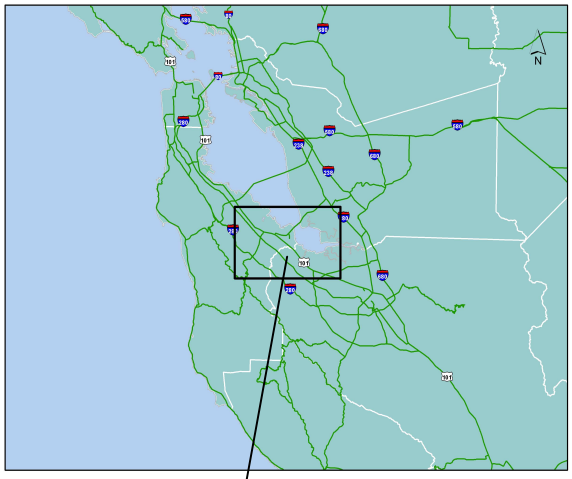
Start Construction: Winter 2012
Finish Construction: Fall 2013

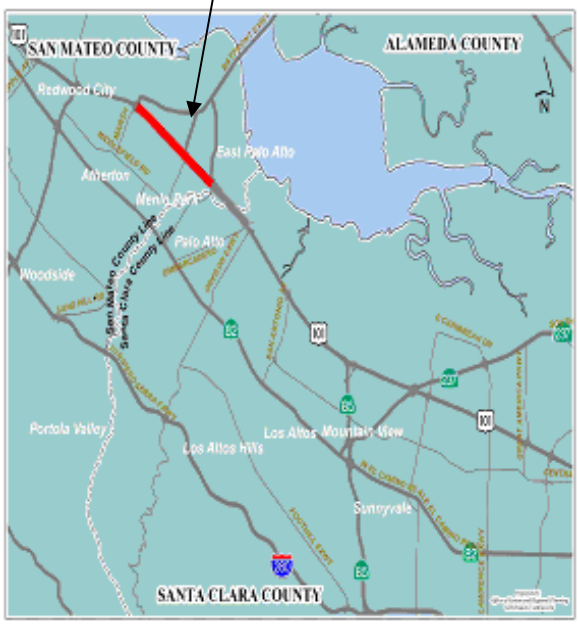
Summary

The US-101 Auxiliary Lane project will correct existing system deficiencies, relieve traffic congestion, and improve safety.

US-101 AUXILIARY LANES – UNIVERSITY AVE TO MARSH RD
FACT SHEET

The Project
This project will add auxiliary lanes in each direction on US 101, from the Marsh Road interchange to the University Avenue interchange in San Mateo County. The project will also modify the on-ramps to the three interchanges, and reconstruct the Ringwood Avenue Pedestrian overcrossing. The project complements two adjacent auxiliary lane projects on US 101, one from the University Avenue interchange to the Embarcadero Road Interchange and one which will add auxiliary lanes on US 101 between Embarcadero Road and State Route 85 in Santa Clara County.





The Need
The US-101 corridor between Marsh Road in San Mateo County and SR 85 in Santa Clara County is significantly congested, and this is expected to increase. In addition, collision rates along this corridor are substantially higher than the statewide average. In San Mateo County, the project is one of the last in a series of freeway widening projects on US 101, south of the San Francisco International Airport.

Benefits
This project will alleviate existing and projected congestion, as well as upgrade the facility to meet safety and operational requirements.

Partnership
This project is developed through a partnership among the City/County Association of Governments of San Mateo County (C/CAG), the San Mateo County Transportation Authority (SMCTA), the Metropolitan Transportation Commission (MTC), and the California Department of Transportation (Caltrans). Project sponsors include local and state agencies.

Project Status
The environmental phase was completed in October 2008. The design phase was completed in August 2010. The project is awaiting bond funding to start construction.

Project Costs
The total project cost is estimated at $51.3 million, of which Proposition 1B is funding $34.1 million.

Project Schedule
Start Construction: Spring 2011
Finish Construction: Summer 2012

Summary
The US-101 Auxiliary Lane project will correct existing system deficiencies, relieve traffic congestion, and improve safety.

3. Concept Summary

The Corridor Concept conveys Caltrans' vision for a route with respect to corridor capacity and operations for a 25-year planning horizon.

The Corridor Concept is derived from examination of strategies and projects recommended in the CSMP technical analysis report. The CSMP technical analysis was done with sensitivity to information contained in current approved planning documents and operations plans, local and regional input, and review of Freeway Agreements.

The Corridor Concept supersedes previous "route concepts" documented in District 4 (D4) 1980s Route Concept Reports (RCRs) and facility and operational concepts in the 2001-02 Transportation Corridor Concept Reports (TCCRs). Table S.3.1 lists the 25-year corridor concept for the segments of US 101 South.

Segment	County	Segment Description	Existing Facility	25-Year Concept
Segment A PM R27.05/34.16	SCL	From SR 85 South to I-280/I-680 IC	6F/2H	6F/2H
Segment B PM 34.16/38.17	SCL	From I-280/I-680 IC to I-880	6F/2H	6F/2H
Segment C PM 38.17/39.92	SCL	From I-880 to SR 87	6F/2H	6F/2H
Segment D PM 39.92/46.02	SCL	From SR 87 to SR 237	6F/2H	6F/2H
Segment E PM 46.02/48.10	SCL	From SR 237 to SR 85 Mt. View	6F/2H	6F/2H
Segment F PM 48.10/52.55	SCL	SR 85 Mt View to SCL/SM Co Line	6F/2H	6F/2H
Segment G PM 0.0/6.62	SM	From Oregon Expressway to Whipple Ave	6F/2H	6F/2H
Segment H PM 6.62/11.88	SM	Whipple Ave to SR 92	8F	8F
Segment I PM 11.88/18.15	SM	SR 92 to Millbrae Ave	8F	8F
Segment J PM 18.15/20.72	SM	Millbrae Ave to I-380 IC	8F	8F
Segment K PM R20.72/26.10	SM	I-380 IC to SM/SF County Line	8F	8F

Table S.3.1. Corridor Concept for US 101 South CSMP.

F=Freeway Lanes, H=HOV (HOT/Express) Lanes, PM=Post Mile

Concept Rationale

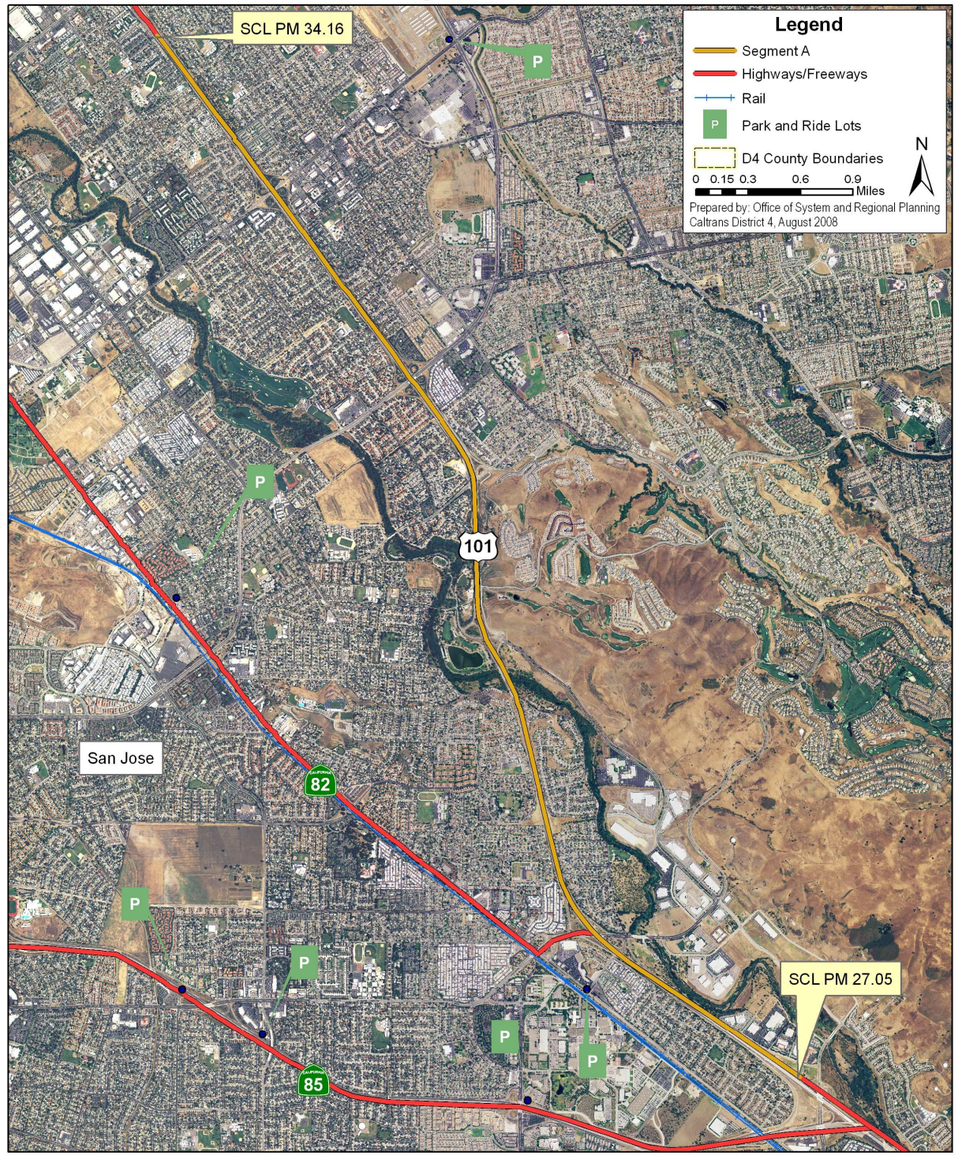
Due to right-of-way restrictions within this corridor, the 25-year concept is similar to the current facility. Current HOV lanes are slated for conversion into HOT/Express lanes.

Important note: Caltrans and its partners are currently investigating the feasibility of having HOV lanes on US 101 South north of Whipple Avenue in San Mateo County. This change may occur by adding an HOV lane or through conversion of a mixed-flow lane (or possibly a hybrid version). However, the current understanding is that these options are either too expensive or do not provide enough of a benefit. Depending on ROW and funding for adjustments where ROW is currently unavailable, the concept may see an adjustment upward to 8F/2H for possibly the entire route.

4. Corridor Segment Data Sheets

SEGMENT A	
Features	**Data**
County, City	Santa Clara County, San Jose
Facility type	Freeway
Existing Facility	6F/2H
2035 Year Concept	6F/2H
Segment Characteristics	
Segment Limits	From SR 85 South to I-280/I-680 IC
Begin/ End Post Mile	SCL R27.05/34.16
Length	7.11 Miles
Terrain / Habitat Type	Rolling Hills to Flat
Land Use	Suburban-Urban
HOV lanes	Yes
Parallel Arterials	Monterey Highway
Scenic Highway	No
Assembly District	23
Senate District	11, 13
Multi Modal	
Bikeways/Bike lanes	Monterey Road, crosses facility at Tully Rd
Transit Provider	VTA MST 55, VTA 104,121,122
Rail Station(s)	Caltrain Blossom Hill
Park and Ride	Yes, San Jose Ford Rd @ Monterey Rd. (425)
Traffic Information	
Actual Fatality + Injury Rate (Jan 07 – Dec 09)	0.19
Statewide Fatality + Injury Rate (Jan 07 – Dec 09)	0.28
Actual Total Accident Rate (Jan 07 – Dec 09)	0.63
Statewide Total Accident Rate (Jan 07 – Dec 09)	0.91
AADT 2009	100,000 – 229,000
AADT 2035	266,630
Vehicle Hours of Delay 2007 (AM Peak) (source: MTC)	590 NB
Vehicle Hours of Delay 2007 (PM Peak) (source: MTC)	2060 SB
(NB or EB) Volumes 2007	7,400 – 16,800
(SB or WB) Volumes 2035	7,400 – 16,800
Truck Volumes 2009	11,280
Truck Traffic: Truck percentage of AADT	6.00%-10.29%
5+ Axle Truck Percentage of Truck AADT	34.02%-51.78%

Santa Clara US - 101 PM 27.05 - 34.16
Segment A

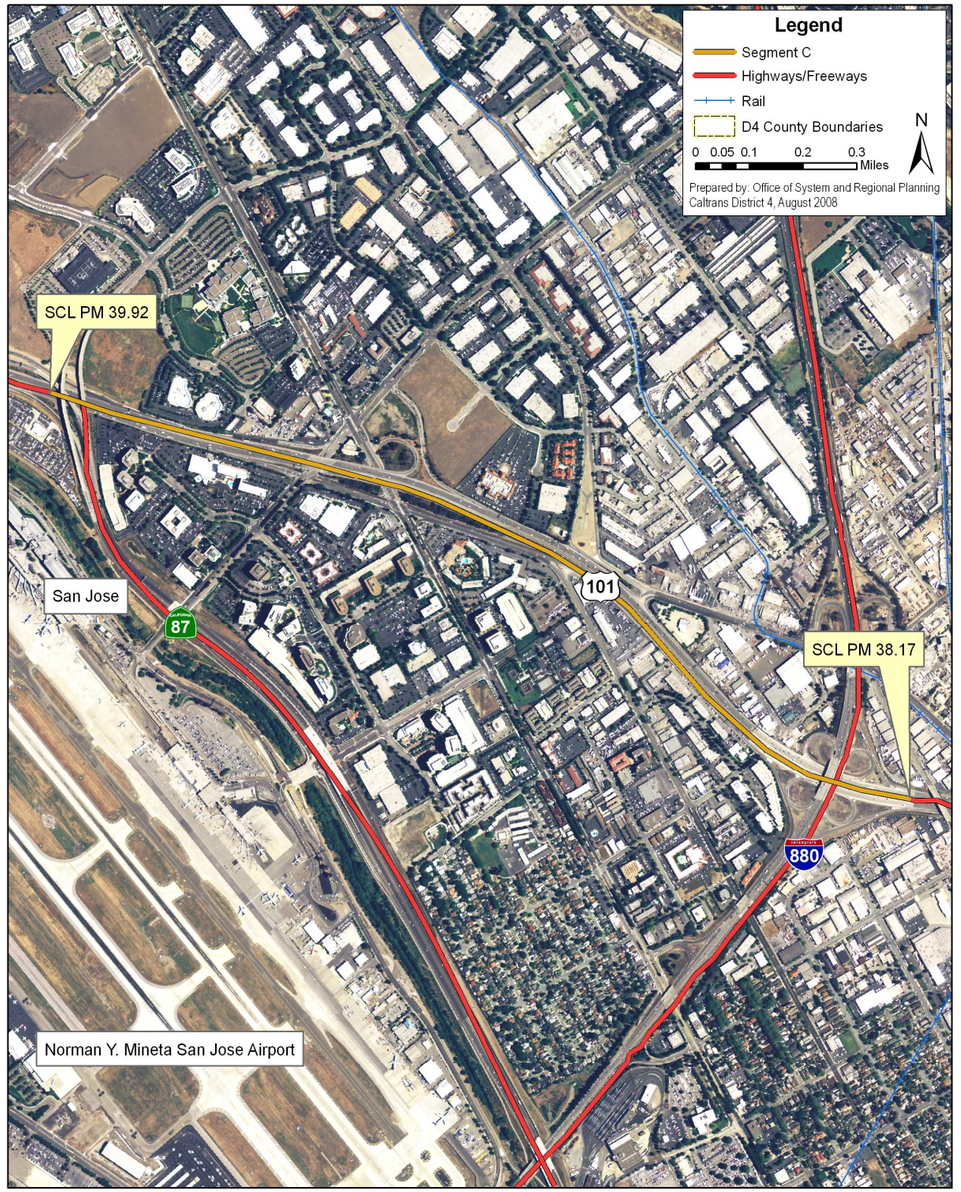


SEGMENT B	
Features	**Data**
County, City	Santa Clara County, San Jose
Facility type	Freeway
Existing Facility	6F/2H
2035 Year Concept	6F/2H
Segment Characteristics	
Segment Limits	From I-280/I-680 IC to I-880
Begin/ End Post Mile	SCL 34.16/38.17
Length	4.01 Miles
Terrain / Habitat Type	Flat / Urban Landscaped, Grassland, Freshwater Marsh
Land Use	Suburban-Urban
HOV lanes	Yes
Parallel Arterials	Monterey Road
Scenic Highway	No
Assembly District	23, 24
Senate District	13
Multi Modal	
Bikeways/Bike lanes	Crosses at Oakland Rd.
Transit Provider	VTA 121,122
Rail Station(s)	N/A
Park and Ride	N/A
Traffic Information	
Actual Fatality + Injury Rate (Jan 07 – Dec 09)	0.21
Statewide Fatality + Injury Rate (Jan 07 – Dec 09)	0.35
Actual Total Accident Rate (Jan 07 – Dec 09)	0.88
Statewide Total Accident Rate (Jan 07 – Dec 09)	1.14
AADT 2009	144,000 – 243,000
AADT 2035	209,400
Vehicle Hours of Delay 2007 (AM Peak) (source: MTC)	2320 NB
Vehicle Hours of Delay 2007 (PM Peak) (source: MTC)	2000 SB
(NB or EB) Volumes 2007	9,400 – 13,300
(SB or WB) Volumes 2035	9,400 – 13,300
Truck Volumes 2009	9,945
Truck Traffic: Truck percentage of AADT	4.99-6.63%
5+ Axle Truck Percentage of Truck AADT	34.02-38.54%

Santa Clara US - 101 PM 34.16 - 38.17
Segment B

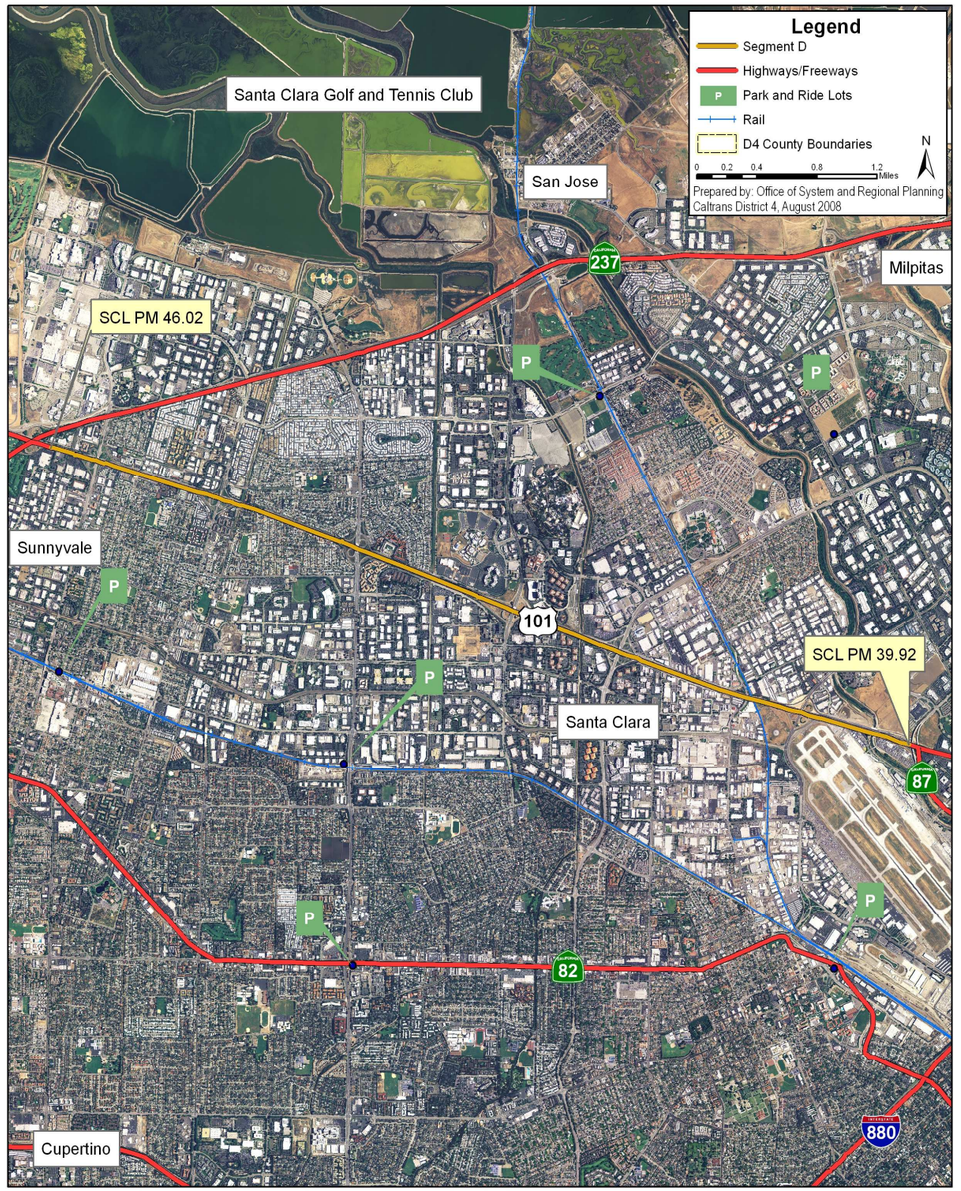
SEGMENT C	
Features	**Data**
County, City	Santa Clara County, San Jose
Facility type	Freeway
Existing Facility	6F/2H
2035 Year Concept	6F/2H
Segment Characteristics	
Segment Limits	From I-880 to SR 87
Begin/ End Post Mile	SCL 38.17/39.92
Length	1.75 Miles
Terrain / Habitat Type	Flat / Urban Landscaped, Grassland, Freshwater & Brackish Marsh
Land Use	Suburban-Urban
HOV lanes	Yes
Parallel Arterials	SR 82 (various names)
Scenic Highway	No
Assembly District	24
Senate District	10, 13
Multi Modal	
Bikeways/Bike lanes	Various bike routes nearby, not parallel.
Transit Provider	VTA 121,122
Rail Station(s)	Tasman Line crosses segment. Metro/Airport Station and Karina Station are in the vicinity.
Park and Ride	N/A
Traffic Information	
Actual Fatality + Injury Rate (Jan 07 – Dec 09)	0.29
Statewide Fatality + Injury Rate (Jan 07 – Dec 09)	0.27
Actual Total Accident Rate (Jan 07 – Dec 09)	1.04
Statewide Total Accident Rate (Jan 07 – Dec 09)	0.87
AADT 2009	135,000 – 184,000
AADT 2035	191,060
Vehicle Hours of Delay 2007 (AM Peak) (source: MTC)	530 NB
Vehicle Hours of Delay 2007 (PM Peak) (source: MTC)	2000 SB
(NB or EB) Volumes 2007	8,900 -12,000
(SB or WB) Volumes 2035	8,900 – 12,700
Truck Volumes 2007	7,200
Truck Traffic: Truck percentage of AADT	5.00%
5+ Axle Truck Percentage of Truck AADT	29.63%

Santa Clara US - 101 PM 38.17 - 39.92
Segment C



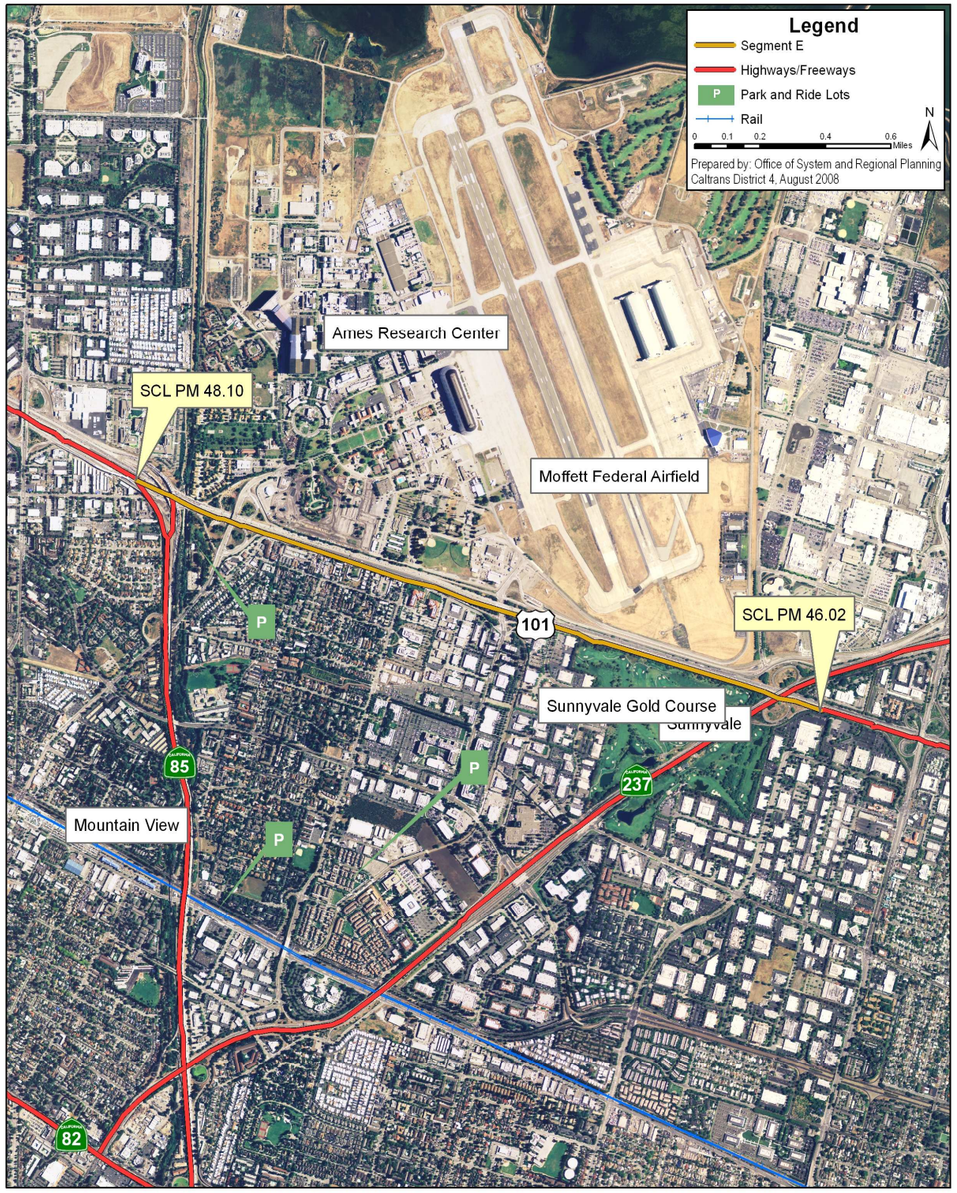
SEGMENT D	
Features	**Data**
County, City	Santa Clara County, Santa Clara, Sunnyvale
Facility type	Freeway
Existing Facility	6F/2H
2035 Year Concept	6F/2H
Segment Characteristics	
Segment Limits	From SR 87 to SR 237
Begin/ End Post Mile	SCL 39.92/46.02
Length	6.10 Miles
Terrain / Habitat Type	Flat / Urban Landscaped, Grassland, Brackish & Freshwater Marsh
Land Use	Suburban-Urban
HOV lanes	Yes
Parallel Arterials	El Camino Real/SR 82
Scenic Highway	No
Assembly District	22
Senate District	11
Multi Modal	
Bikeways/Bike lanes	Crossings at Great America Parkway.
Transit Provider	VTA 121,122 Caltrain
Rail Station(s)	Lawrence, Sunnyvale Caltrain stations Moffett Park (VTA)
Park and Ride	N/A
Traffic Information	
Actual Fatality + Injury Rate (Jan 07 – Dec 09)	0.24
Statewide Fatality + Injury Rate (Jan 07 – Dec 09)	0.29
Actual Total Accident Rate (Jan 07 – Dec 09)	0.87
Statewide Total Accident Rate (Jan 07 – Dec 09)	0.95
AADT 2009	134,000 – 184,000
AADT 2035	172,720
Vehicle Hours of Delay 2007 (AM Peak) (source: MTC)	300 NB
Vehicle Hours of Delay 2007 (PM Peak) (source: MTC)	2000 SB
(NB or EB) Volumes 2007	8,800 – 12,000
(SB or WB) Volumes 2035	8,800 – 12,000
Truck Volumes 2006	6,937
Truck Traffic: Truck percentage of AADT	3.81-4.23%
5+ Axle Truck Percentage of Truck AADT	27.08-31.47%

Santa Clara US - 101 PM 39.92 - 46.02
Segment D



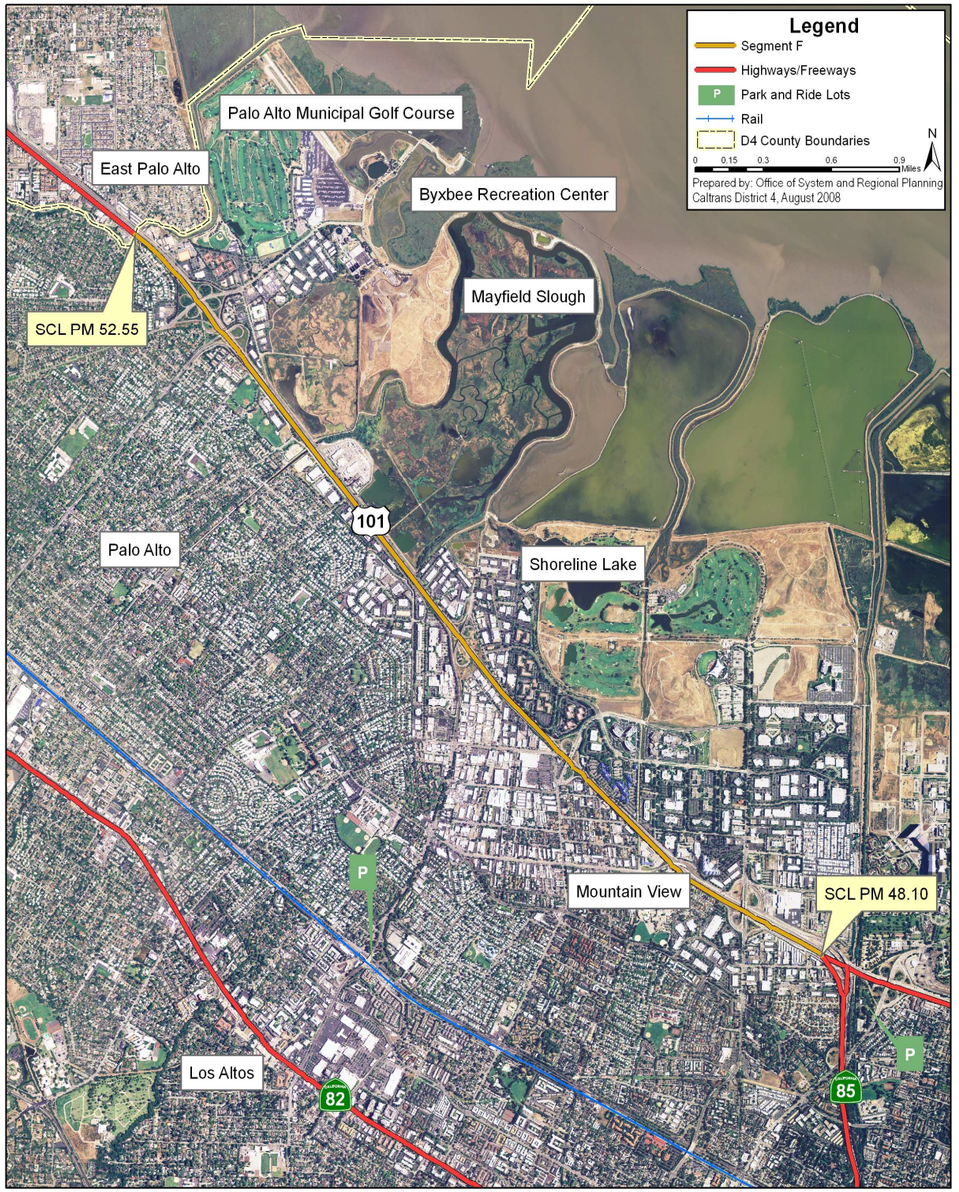
SEGMENT E	
Features	**Data**
County, City	Santa Clara County, Mountain View
Facility type	Freeway
Existing Facility	6F/2H
2035 Year Concept	6F/2H
Segment Characteristics	
Segment Limits	From SR 237 to SR 85 Mt. View
Begin/ End Post Mile	SCL 46.02/48.10
Length	2.08 Miles
Terrain / Habitat Type	Flat / Urban landscaped, Grassland, Brackish & Freshwater Marsh
Land Use	Suburban-Urban
HOV lanes	Yes
Parallel Arterials	El Camino Real/SR 82
Scenic Highway	No
Assembly District	22
Senate District	11, 13
Multi Modal	
Bikeways/Bike lanes	Ellis St and US-101 (west of facility)
Transit Provider	VTA RTE 522, 104
Rail Station(s)	Caltrain, Sunnyvale Station VTA Bayview/Nasa Station
Park and Ride	Mt. View US-101/SR 85/SR 237 (93)
Traffic Information	
Actual Fatality + Injury Rate (Jan 07 – Dec 09)	0.32
Statewide Fatality + Injury Rate (Jan 07 – Dec 09)	0.29
Actual Total Accident Rate (Jan 07 – Dec 09)	1.05
Statewide Total Accident Rate (Jan 07 – Dec 09)	0.94
AADT 2009	134,000 – 217,000
AADT 2035	250,480
Vehicle Hours of Delay 2007 (AM Peak) (source: MTC)	380 NB
Vehicle Hours of Delay 2007 (PM Peak) (source: MTC)	2370 SB
(NB or EB) Volumes 2007	10,100 – 14,500
(SB or WB) Volumes 2035	10,100 – 14,500
Truck Volumes 2006	7,007
Truck Traffic: Truck percentage of AADT	3.81-4.58%
5+ Axle Truck Percentage of Truck AADT	26.43-49.17%

Santa Clara US - 101 PM 46.02 - 48.10
Segment E



SEGMENT F	
Features	**Data**
County, City	Santa Clara County, Mountain View
Facility type	Freeway
Existing Facility	6F/2H
2035 Year Concept	6F/2H
Segment Characteristics	
Segment Limits	SR 85 Mt View to SCL/SM Co Line
Begin/ End Post Mile	SCL 48.10/52.55
Length	4.40 Miles
Terrain / Habitat Type	Flat
Land Use	Suburban-Urban
HOV lanes	Yes
Parallel Arterials	El Camino Real/SR 82
Scenic Highway	No
Assembly District	21, 22
Senate District	11
Multi Modal	
Bikeways/Bike lanes	Middlefield Rd, east along US 101
Transit Provider	Caltrain
Rail Station(s)	San Antonio, California Ave, Palo Alto
Park and Ride	Mountain View (93)
Traffic Information	
Actual Fatality + Injury Rate (Jan 07 – Dec 09)	0.22
Statewide Fatality + Injury Rate (Jan 07 – Dec 09)	0.35
Actual Total Accident Rate (Jan 07 – Dec 09)	0.88
Statewide Total Accident Rate (Jan 07 – Dec 09)	1.12
AADT 2009	153,000 – 217,000
AADT 2035	228,880
Vehicle Hours of Delay 2007 (AM Peak) (source: MTC)	340 NB
Vehicle Hours of Delay 2007 (PM Peak) (source: MTC)	1840 SB
(NB or EB) Volumes 2005	12,500 – 13,400
(SB or WB) Volumes 2035	12,500 – 14,500
Truck Volumes 2006	9,765
Truck Traffic: Truck percentage of AADT	4.58%
5+ Axle Truck Percentage of Truck AADT	26.53%

Santa Clara US - 101 PM 48.10 - 52.55
Segment F



SEGMENT G	
Features	**Data**
County, City	San Mateo County Palo Alto, Menlo Park Atherton Redwood City
Facility type	Freeway
Existing Facility	6F/2H
2035 Year Concept	6F/2H
Segment Characteristics	
Segment Limits	From Oregon Expressway to Whipple Ave
Begin/ End Post Mile	SM 0.0/6.62
Length	6.62 Miles
Terrain / Habitat Type	Flat
Land Use	Suburban-Urban
HOV lanes	Yes
Parallel Arterials	El Camino Real/SR 82
Scenic Highway	No
Assembly District	21
Senate District	11
Multi Modal	
Bikeways/Bike lanes	Crosses at University Ave, along US 101
Transit Provider	VTA DB 1 DB 3 Samtrans RX
Rail Station(s)	Caltrain Menlo Park, Atherton, Redwood City
Park and Ride	No
Traffic Information	
Actual Fatality + Injury Rate (Jan 07 – Dec 09)	0.28
Statewide Fatality + Injury Rate (Jan 07 – Dec 09)	0.33
Actual Total Accident Rate (Jan 07 – Dec 09)	0.91
Statewide Total Accident Rate (Jan 07 – Dec 09)	1.07
AADT 2009	177,000 – 199,000
AADT 2035	231,956
Vehicle Hours of Delay 2007 (AM Peak) (source: MTC)	1310 SB
Vehicle Hours of Delay 2007 (PM Peak) (source: MTC)	50 SB
(NB or EB) Volumes 2005	11,800 – 13,300
(SB or WB) Volumes 2035	11,800 – 13,300
Truck Volumes 2006	9,536
Truck Traffic: Truck percentage of AADT	4.23-4.89%
5+ Axle Truck Percentage of Truck AADT	21.88-28.68%

San Mateo US - 101 PM 0.0 - 6.62
Segment G

SEGMENT H	
Features	**Data**
County, City	San Mateo County, Redwood City, San Carlos, Belmont, San Mateo
Facility type	Freeway
Existing Facility	8F
2035 Year Concept	8F
Segment Characteristics	
Segment Limits	Whipple Ave to SR 92
Begin/ End Post Mile	SM 6.62/11.88
Length	5.26 Miles
Terrain / Habitat Type	Flat
Land Use	Suburban-Urban
HOV lanes	No
Parallel Arterials	El Camino Real/SR 82
Scenic Highway	No
Assembly District	19, 21
Senate District	8
Multi Modal	
Bikeways/Bike lanes	No
Transit Provider	Samtrans RX KX
Rail Station(s)	Caltrain San Carlos, Belmont Hillsdale
Park and Ride	Redwood City (65)
Traffic Information	
Actual Fatality + Injury Rate (Jan 07 – Dec 09)	0.19
Statewide Fatality + Injury Rate (Jan 07 – Dec 09)	0.35
Actual Total Accident Rate (Jan 07 – Dec 09)	0.58
Statewide Total Accident Rate (Jan 07 – Dec 09)	1.12
AADT 2009	189,000 – 239,000
AADT 2035	264,893
Vehicle Hours of Delay 2007 (AM Peak) (source: MTC)	600 NB
Vehicle Hours of Delay 2007 (PM Peak) (source: MTC)	940 NB
(NB or EB) Volumes 2007	13,000 – 16,400
(SB or WB) Volumes 2035	12,600 – 16,000
Truck Volumes 2006	8,271
Truck Traffic: Truck percentage of AADT	3.23-4.89%
5+ Axle Truck Percentage of Truck AADT	22.18-29.56%

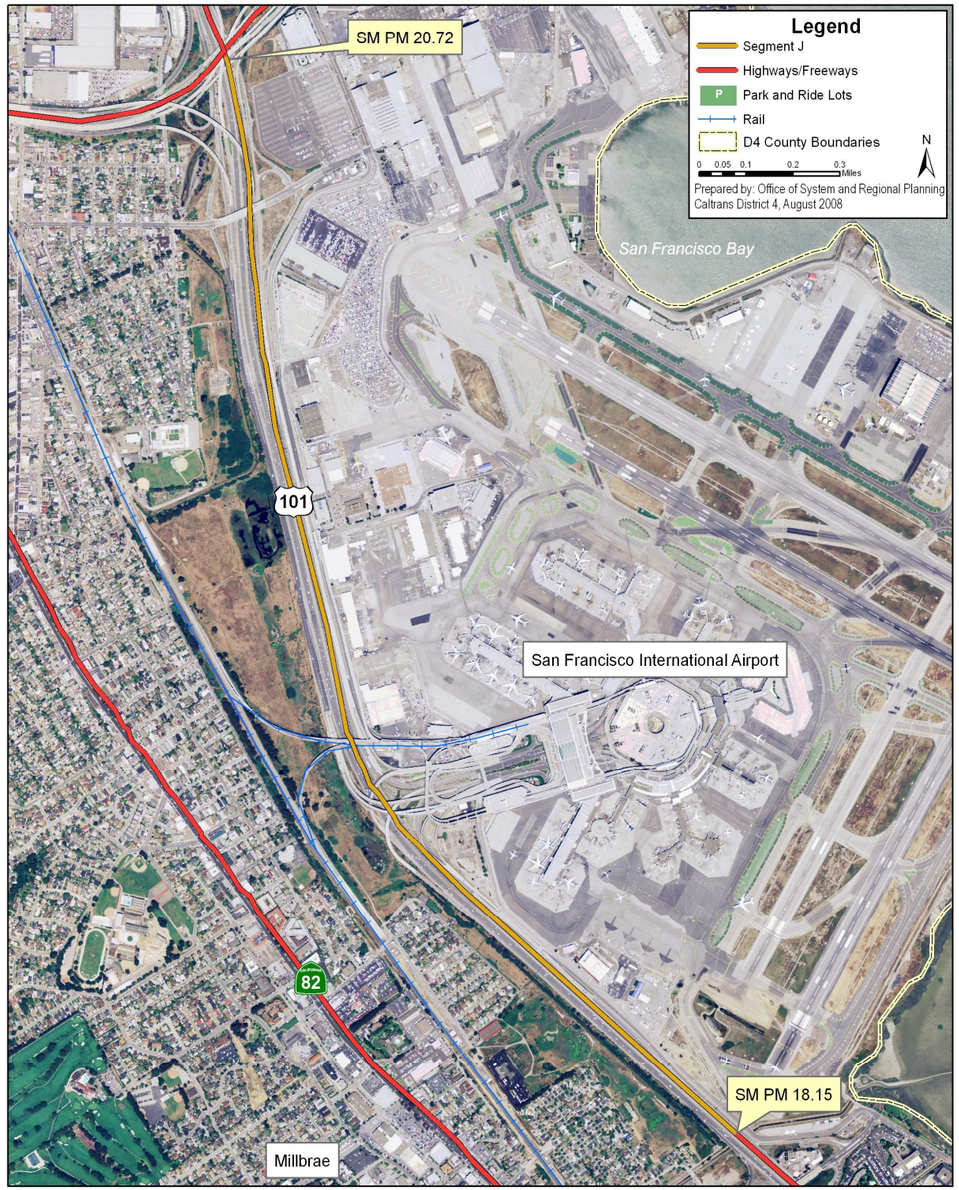
San Mateo US - 101 PM 6.62 - 11.88
Segment H

SEGMENT I	
Features	**Data**
County, City	San Mateo County, San Mateo, Burlingame, Millbrae
Facility type	Freeway
Existing Facility	8F
2035 Year Concept	8F
Segment Characteristics	
Segment Limits	SR 92 to Millbrae Ave
Begin/ End Post Mile	SM 11.88/18.15
Length	6.27 Miles
Terrain / Habitat Type	Flat
Land Use	Suburban-Urban
HOV lanes	No
Parallel Arterials	El Camino Real/SR 82
Scenic Highway	No
Assembly District	19
Senate District	8
Multi Modal	
Bikeways/Bike lanes	Westside Freeway on Delaware at Peninsula Ave.
Transit Provider	Samtrans RX KX FX
Rail Station(s)	Caltrain Hayward Park, San Mateo, Burlingame
Park and Ride	San Mateo (174) (13)
Traffic Information	
Actual Fatality + Injury Rate (Jan 07 – Dec 09)	0.19
Statewide Fatality + Injury Rate (Jan 07 – Dec 09)	0.36
Actual Total Accident Rate (Jan 07 – Dec 09)	0.69
Statewide Total Accident Rate (Jan 07 – Dec 09)	1.16
AADT 2009	218,000 – 243,000
AADT 2035	271,655
Vehicle Hours of Delay 2007 (AM Peak) (source: MTC)	1780 NB
Vehicle Hours of Delay 2007 (PM Peak) (source: MTC)	860 NB
(NB or EB) Volumes 2007	15,400 – 16,900
(SB or WB) Volumes 2035	15,400 – 16,400
Truck Volumes 2006	10,254
Truck Traffic: Truck percentage of AADT	3.23-4.42%
5+ Axle Truck Percentage of Truck AADT	24.78-27.85%

San Mateo US - 101 PM 11.88 - 18.15
Segment I

SEGMENT J	
Features	**Data**
County, City	San Mateo County, Millbrae, San Bruno
Facility type	Freeway
Existing Facility	8F
2035 Year Concept	8F
Segment Characteristics	
Segment Limits	Millbrae Ave to I-380 IC
Begin/ End Post Mile	SM 18.15/20.72
Length	2.57 Miles
Terrain / Habitat Type	Rolling Hills
Land Use	Suburban-Urban
HOV lanes	No
Parallel Arterials	El Camino Real/SR 82
Scenic Highway	No
Assembly District	19
Senate District	8
Multi Modal	
Bikeways/Bike lanes	No
Transit Provider	Samtrans FX, KX, NX, PX, RX
Rail Station(s)	Caltrain, BART Millbrae Intermodal Station, San Bruno
Park and Ride	No
Traffic Information	
Actual Fatality + Injury Rate (Jan 07 – Dec 09)	0.16
Statewide Fatality + Injury Rate (Jan 07 – Dec 09)	0.36
Actual Total Accident Rate (Jan 07 – Dec 09)	0.46
Statewide Total Accident Rate (Jan 07 – Dec 09)	1.14
AADT 2009	204,000 – 243,000
AADT 2035	270,540
Vehicle Hours of Delay 2007 (AM Peak) (source: MTC)	1310 SB
Vehicle Hours of Delay 2007 (PM Peak) (source: MTC)	860 NB
(NB or EB) Volumes 2007	14,700 – 15,900
(SB or WB) Volumes 2035	15,900 – 16,900
Truck Volumes 2006	9,944
Truck Traffic: Truck percentage of AADT	4.40%
5+ Axle Truck Percentage of Truck AADT	27.85%

San Mateo US - 101 PM 18.15 - 20.72
Segment J



SEGMENT K	
Features	**Data**
County, City	San Mateo County, South San Francisco, Brisbane
Facility type	Freeway
Existing Facility	8F
2035 Year Concept	8F
Segment Characteristics	
Segment Limits	I-380 IC to SM/SF County Line
Begin/ End Post Mile	R20.72/26.10
Length	5.38 Miles
Terrain / Habitat Type	Rolling Hills
Land Use	Suburban-Urban
HOV lanes	No
Parallel Arterials	El Camino Real/SR 82
Scenic Highway	No
Assembly District	19
Senate District	8
Multi Modal	
Bikeways/Bike lanes	No
Transit Provider	Samtrans FX, KX, NX, PX, RX, MX
Rail Station(s)	San Bruno BART, South SF BART, Caltrain, Bayshore Caltrain
Park and Ride	Brisbane (43)
Traffic Information	
Actual Fatality + Injury Rate (Jan 07 – Dec 09)	0.12
Statewide Fatality + Injury Rate (Jan 07 – Dec 09)	0.32
Actual Total Accident Rate (Jan 07 – Dec 09)	0.37
Statewide Total Accident Rate (Jan 07 – Dec 09)	1.05
AADT 2009	188,000 – 229,000
AADT 2035	273,302
Vehicle Hours of Delay 2007 (AM Peak) (source: MTC)	1260 SB
Vehicle Hours of Delay 2007 (PM Peak) (source: MTC)	860 NB
(NB or EB) Volumes 2007	13,600 – 14,200
(SB or WB) Volumes 2035	13,600 – 14,700
Truck Volumes 2006	10,384
Truck Traffic: Truck percentage of AADT	4.40%
5+ Axle Truck Percentage of Truck AADT	27.85%

San Mateo US - 101 PM 20.72 - 26.10
Segment K

5. Metropolitan Transportation Commission Resolution No. 3794

Date: February 28, 2007
W.I.: 1236
Referred by: Operations Comm.

ABSTRACT
Resolution No. 3794

This resolution authorizes the Metropolitan Transportation Commission (MTC) to enter into a cooperative agreement with the California Department of Transportation (DEPARTMENT) to provide supplemental funds for the Bay Area Freeway Performance Initiative Corridor Studies.

Attachment 1 – Scope of Work for the cooperative agreement

Date: February 28, 2007
W.I.: 1236
Referred by: Operations Comm.

RE: Authorizing a Cooperative Agreement with the California Department of Transportation

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3794

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 *et seq.*; and

WHEREAS, MTC has committed, as part of the agency strategic plan adopted on March 22, 2006 to the development of a strategic plan for the Bay Area freeway system, called the Freeway Performance Initiative; and

WHEREAS, as part of implementing the Freeway Performance Initiative, MTC is conducting a number of technical assessments of the major freeway corridors in the Bay Area called the Freeway Performance Initiative Corridor Studies (Corridor Studies).

WHEREAS, MTC, as part of its submittal of project nominations for the Corridor Mobility Improvement Account, committed to the development of corridor management plans in cooperation with the California Department of Transportation (DEPARTMENT); and

WHEREAS, MTC has historically worked collaboratively with the DEPARTMENT to plan for the effective management and expansion of the Bay Area freeway system; and

WHEREAS, the DEPARTMENT has allocated $1.5 million State Highway Account funds to supplement the Corridor Studies; and

WHEREAS, MTC now wishes to enter into a cooperative agreement with the DEPARTMENT to accept the supplemental funds; now, therefore, be it

RESOLVED, that MTC authorizes the Executive Director, or his designee, to enter into a cooperative agreement, based on the scope of work attached, with the DEPARTMENT to accept the aforementioned $1.5 million for the Corridor Studies, and

RESOLVED, that MTC commits to the completion of Corridor Studies plans consistent with guidance provided by the DEPARTMENT and the timely submittal of study results and recommendations.

METROPOLITAN TRANSPORTATION COMMISSION

Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on February 28, 2007.

6. Acronym List

AADT	Annual Average Daily Traffic
AB	Assembly Bill
ABAG	Association of Bay Area Governments
ACS	American Community Survey
ARB	Air Resources Board
BAAQMD	Bay Area Air Quality Management District
BART	Bay Area Rapid Transit
BCDC	Bay Conservation and Development Commission
Caltrans	California Department of Transportation
C/CAG	City/County Association of Governments of San Mateo County
CCTV	Closed Circuit Television
CEQA	California Environmental Quality Act
CHP	California Highway Patrol
CMIA	Corridor Mobility Improvement Account
CMS	Congestion Management System
CMS	Changeable Message Sign
CNDDB	California Natural Diversity Database
CSMP	Corridor System Management Plan
CTC	California Transportation Commission
CTP	California Transportation Plan
CZMA	Coastal Zone Management Act
EA	Environmental Assessments
EB	Eastbound
EIS	Environmental Impact Statement
EMS	Extinguishable Message Signs
ETC	Electronic Toll Card
FED/CAL	Federal/California
FHWA	Federal Highway Administration
FOCUS	Focus Our Future

FPI	Freeway Performance Initiative
FTA	Federal Transit Administration
GHG	Greenhouse Gas
HAR	Highway Advisory Radio
HiCOMP	Highway Congestion Monitoring Program
HOT	High Occupancy Toll (Express Lanes)
HOV	High Occupancy Vehicle
HSR	High-Speed Rail
IRRS	Interregional Road System
ITS	Intelligent Transportation System
ITSP	Interregional Transportation Strategic Plan
LLM	Lost Lane Miles
MOE	Measure Of Effectiveness
MPO	Metropolitan Planning Organization
MTC	Metropolitan Transportation Commission
NPDES	National Pollutant Discharge Elimination System
NRHP	National Registry of Historical Places
PDA	Planning Development Area
PeMS	Performance Monitoring System
PHD	Person Hours of Delay
PHT	Person Hours of Travel
PM	Particulate Matter
PMT	Person Miles of Travel
PUMA	Public Use Microdata Area
RM	Ramp Metering
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
SB	Senate Bill
SCL	Santa Clara County
SCS	Sustainable Community Strategy
SF	San Francisco City and County

SFCTA	San Francisco County Transportation Authority
SFO	San Francisco International Airport
SGP	Strategic Growth Plan
SHOPP	State Highway Operations and Protection Program
SJC	San Jose International Airport
SM	San Mateo County
SMCTA	San Mateo County Transportation Authority
SOV	Single Occupancy Vehicle
SR	State Route
STAA	Surface Transportation Assistance Act
STIP	State Transportation Improvement Program
SWITSA	California ITS Architecture and System Plan
T/E	Threatened/Endangered
TAC	Technical Advisory Committee
TASAS	Traffic Accident Surveillance and Analysis System
TCCR	Transportation Corridor Concept Report
TMC	Transportation Management Center
TMS	Traffic Monitoring Station
TOD	Transit Oriented Development
VHD	Vehicle Hours of Delay
VMT	Vehicle Miles Traveled
VTA	Santa Clara Valley Transportation Authority
VTP	Valley Transportation Plan
WB	Westbound